

Before the Board of Zoning Adjustment, D.C.

PUBLIC HEARING -- April 12, 1967

Appeal No. 9161 Charles W. Colson, appellant.

The Zoning Administrator of the District of Columbia, appellee.

On motion duly made, seconded and unanimously carried, the following Order was entered at the meeting of the Board on April 18, 1967.

EFFECTIVE DATE OF ORDER - Sept. 12, 1967

ORDERED:

That the appeal for variance from the lot occupancy, rear yard, and open court requirements of the R-4 District to permit breezeway to connect main building with accessory building at 105 - 6th Street, NE., lot 812, square 867, be conditionally granted.

FINDINGS OF FACT:

- (1) In Appeal No. 8172 heard at the May 1965 public hearing it was requested to connect the rear building on this property with the front building and make it into one structure, utilizing the garage building for a one bedroom dwelling with garage. The appeal was denied.
- (2) In BZA No. 8284 heard at the July 1965 public hearing it was requested to vary the rear and front yard and lot occupancy requirements to permit conversion of the coach house into a dwelling with a garage. This appeal was also denied.
- (3) It is now requested to grant the same variances in order that the appellant may utilize the coach house as a study and library and possibly a guest room. The coach house will only be used in connection with the main building.
- (4) There will be ^{no} separate rental of the coach house.
- (5) The facts pertaining to the buildings and lot size are the same as presented at the previous hearings on the subject property and these facts are incorporated in the present order.

(6) The record contains four (4) letters opposing the granting of this appeal. No opposition to the granting of this appeal was registered at the public hearing. The Capitol Hill Southeast Citizens Association and the Capitol Hill Restoration Society support the granting of this appeal.

OPINION:

We are of the opinion that the construction of this proposed breezeway will not substantially increase the lot occupancy and the construction will not be inconsistent with the present use and occupancy of the lot and will have no adverse affect upon adjacent and nearby property. The carriage house at the rear of the property will not become an additional living unit on the property, and the property will still have some off-street parking.

Further, the requested relief can be granted without substantially impairing the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Maps.

In order that the rear carriage house may not become an independent living unit, there shall not be a full bath in the carriage house.